

BELLOWS FALLS NEWS.

PROSPERITY IN 1899.

Outlook For Development and Expansion in the Present Year.

Total Amount Expended in New Buildings and Improvements the Past Year Amounts to Not Less Than \$480,000—Some of the Larger Items.

Although those who have watched the trend of business at Bellows Falls during the year 1899 have known that excellent advances were being made in many directions, many important public improvements carried to a successful termination, and a large degree of prosperity shown in nearly every respect during the year, yet a careful looking back over the year just completed is a source of great surprise at the magnitude of the improvements.

Business of all kinds has been good, the demand for paper great, and a fair margin of profit has been secured in the increased selling prices, although the price of many materials which enter into its manufacture have largely increased. The sales of the various devices of the Vermont Farm Machine company, the second industry in importance in our place, have largely exceeded those of any previous year, in fact every year for many years has shown an increase in sales over the former one. A comparatively new industry, that of Wm. A. Hall's paint and stenciling works, has doubled its business, capacity and number of employees during the year, and is now employing over 100 hands in its different departments, including an office force of 12 or 15 clerks and stenographers. Both Derby & Ball and the Bellows Falls Machine company have extended their business and produced more than of former years.

The demand for labor has been good, and with the exception of a few weeks in the middle of the year when the extremely low water prevented the running of some of the mills, there has been no time when any man who was ready to work could not find a number of jobs awaiting him. Even during the shut down of the mills there were other industries calling for laborers, so that it may be said there was work waiting for men at all times. The number of families and inhabitants has largely increased during the year, and it is probable the list of voters, as well as the number of pupils enrolled in the schools during the coming year, will indicate a growth in the number of actual permanent citizens. This is shown also by the number of new tenements built and at once occupied.

Increase in the business of the railroads centering here, as well as changes in runs of trains, have tended to bring additional families here, and this probably has been a marked new season, upon the completion of the new connections of the Rutland-Canadian road, north from Burlington to Housatonic, will complete an entirely new line of western travel by the way of Bellows Falls from Boston to Chicago via Burlington and the Rome, Watertown & Ogdensburg line. This will call for additional train service here, especially in the freight department, and passenger trains will run through to Chicago, which now only go as far as Essex Junction.

Probably in no year in the history of Bellows Falls have such strides of improvement been made. This is shown somewhat in new buildings and the rebuilding of old ones, as well as other permanent structures. It is estimated that about \$380,000 have been expended here during the past year in entirely new structures and the rebuilding of the old ones. The most important of these is the replacing of the old wooden bridge of the Fitchburg road, that has spanned the Connecticut here for the past 50 years, with a double span stone arch bridge, one of the largest stone bridges in New England, at a cost of about \$75,000. The contract price for this work, between the railroad and firm of Boston contractors was between \$45,000 and \$50,000, and to this must be added a large sum for caring for the old bridge, transporting stone and material, blasting, grading, ballasting, etc. The road is to expend a large sum next season in blasting out the channel above the bridge on the new Hampshire side, changing the current to that side instead of the Vermont side, where the river is at its normal height.

The electric railroad, between here and Saxtons River, has expended the bulk of the gross cost of building on the side which was estimated at from \$80,000 to \$100,000. The Moore & Thompson Paper company have expended about \$10,000 in rebuilding machinery, introducing steam power, and in other improvements required to secure its present increase of 30 per cent in average production above that of a year ago.

The Bellows Falls Machine company has erected a new and well-equipped brick foundry building, adjacent to its machine shop on the island, at a cost of nearly \$10,000 when completed. It is not quite ready for occupancy yet.

The International paper company have expended about \$50,000 in permanent improvements among the mills during the year, including the changing of a number of paper machines from water to steam power, a new and important addition to the sulphide pulp mill building, three or four new water wheels to drive machines on "Barrett's" side, and a new shipping building by the side of the Boston & Maine tracks, opposite the existing mill.

The new buildings erected for the accommodation of the increased business of Wm. A. Hall, mentioned above, have required an outlay of at least \$7500, and considerable money has been expended in laying additional tracks to reach them.

Coy & Babcock have invested about \$4000 in a new industry in the old island house building, and are producing some excellent grades of paraffine papers.

The wrapper factory that was last year in the island house, has been removed to A. F. Winne's brick dwelling on Canal street. He has erected a three-story building beside it, costing \$4000, which has this week been occupied by the Kimball Carriage company, who have moved to the place with an entirely new stock of carriages and carriage furnishings. These represent an additional value of about \$6000, with the probability of a larger stock to be added later.

The electric light station has been improved by a new and more powerful dynamo, doubling the former number of lights, the cost being in the vicinity of \$6000. This company has much improved and extended its lines outside its station.

Town's hotel has been rebuilt and refitted at an outlay of \$25,000, necessitated by the fire of April 12, making the building and contents that originally cost \$75,000 nearly as good as new.

C. L. Barber has built a new block on the extension of Henry street, four stories high, to accommodate his increasing music trade, expending over \$4000.

The Suter block near the post-office has been rebuilt entirely during the year, costing from \$10,000 to \$12,000, and making one of the best looking blocks in the place, except that it should have been put up three stories instead of two, to correspond with its surroundings.

The Labaree Medicine company has been started here during the year, and has expended about \$10,000 in establishing its business.

Among the principal residences built

during the year are those of Dr. Gorham, costing \$6000 beside the lot; P. H. Hadley, \$8000; A. H. Thompson, \$5000; G. H. Babbitt, \$4500; C. H. Barr, \$4500; W. H. Blake, \$5000; P. St. Croix for Adna Blake, \$5000; Geo. E. Page on South street, \$4000; Mrs. E. A. Reed, \$4500; and between 20 and 25 other dwellings have been built, the aggregate investments in dwellings being estimated at from \$50,000 to \$90,000. No very expensive residences have been built, the above being the higher priced ones, but the additional number of families accommodated by the increased number of houses is 40, and there seem to be no more vacant ones than a year ago.

Two business blocks have been built over the river, a very stable building and two or three dwellings.

Free delivery of mails has been inaugurated, and a permanent hospital organization effected during the year.

The Baptist church has been thoroughly repaired, enlarged and refurnished, at a cost of \$4000.

Death of Edward Arms.
Edward Arms, 56, died Monday afternoon about 3 o'clock at the Adams House in Boston, which result was foreshadowed in last week's Phoenix's account of his serious illness. He never fully recovered from the effects of the extremely rough voyage from Jamaica in his weak physical condition. His wife and daughter reached here with the body Tuesday noon and the funeral was held from his late residence yesterday afternoon at 2 o'clock. Rev. J. H. Reid officiating. He leaves a wife and one daughter, Caroline, and a sister, Mrs. H. F. King.

With his death the name of Arms, which in former years was a prominent one in the news and production of this village, disappears, he being the last male descendant of the name. Forty years ago his father, Otis, and three brothers, Aaron, John and Daniel, were prominent figures in the business of the place. Otis and Aaron were hard-working dealers, owning the business now conducted by L. G. & C. E. Howard, and John in the last years was associated with them. "Dan," as he was familiarly known, was one of the early conductors over the Rutland road, and in his last years was the local agent for the New England Paper company, the firm name being "Moore, Arms & Thompson." Of late years his principal business has been an extensive flouring mill in Kansas City, owned by him in connection with Rowe Kidder, a former Bellows Falls boy.

A. H. Chandler was in Springfield, Mass., over Sunday, the guest of Rev. and Mrs. Charles Conklin.

C. W. Cogswold was in Montpelier Tuesday in attendance upon a meeting of the board of trustees of the Vermont Domestic Missionary society, of which board he is a member.

Union watch-night services, by the Baptist, Congregational and Methodist churches, will be held Sunday evening at the latter church, taken part in by each of the pastors and Presiding Elder Davenport.

Eighteen members of the senior class of the High school were entertained by Superintendent Cox and his family in a delightful manner Saturday evening, as guests of their son, Laurie, a member of the class.

The 50th anniversary of the founding of Whitefield church in Newburyport, Mass., was celebrated Monday evening by the church, and the pastor, Rev. John H. Reid, former pastor of the Connecticut here for the past 50 years, with a double span stone arch bridge, one of the largest stone bridges in New England, at a cost of about \$75,000. The contract price for this work, between the railroad and firm of Boston contractors was between \$45,000 and \$50,000, and to this must be added a large sum for caring for the old bridge, transporting stone and material, blasting, grading, ballasting, etc. The road is to expend a large sum next season in blasting out the channel above the bridge on the new Hampshire side, changing the current to that side instead of the Vermont side, where the river is at its normal height.

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Early Days of Railroad.

Celebration at the Summit in December, 1849. When Rails Were Connected Over the Mountain—Three Days' Race—Singular Accident.

Some interesting incidents of the early days of railroad from this place were recalled by recent conversations with an old representative of those men who were employed on the Rutland & Burlington road when it was built, and run on the first trains which went northward from here.

The road was built in 1848 and 1849. In the summer this 1849 it was open for traffic from Bellows Falls to Ludlow, and the connection being made over the mountain from Ludlow to Rutland by stages. The connection of the rails over the mountain was made in December of 1849, and a train from Burlington and one from Boston met at the Summit in Mt. Holly, at which time bottles of water from Lake Champlain and from the Atlantic ocean were broken and the waters mingled together. Other and different bottles were broken, but unceremoniously to make the occasion more joyous.

For the free use of the crowds which gathered there a barrel of New England rum was rolled out, one head broken in, and it was served in tinippers to all present. The car which carried the rum was the one which was used in the days of prohibition in Vermont, and before the time of Bass's ale at league banquets.

Before the roads were opened through and while there was still several miles of aging on both the Rutland and Vermont Central lines, a three days' race, with mails and passengers, was run between Boston and Burlington, over both roads. The mail agent over the Rutland road at that time, and the one who had charge of the mails on this route during those three days was Henry H. Howe of Ludlow, afterward a passenger conductor for several years. The Rutland & Burlington road, as it was then known, won the race by two hours the last day, and as the victory resulted in the securing of the mails over the Vermont Central, the latter was pronounced a "scowp" over the Vermont Central, as was the tug of war between the two roads last Sunday on the bridge between Alburt and Rouse's Point.

A few years later a singular accident occurred just on the side of the height of the land between here and Rutland. During a terrible snow and wind storm three engines were sent to plow out the drifts. The forward engine named "Gen. Strong," which will be remembered by all the older residents here, was the head engine and was run by H. R. Dyer, who had charge of the track and went down a steep bank and landed on the top of a stone wall. The other two engines plowed through and did not discover that Dyer's engine was missing until near the next station, when they went back with the engine, and the train and fireman practically unhurt, but not wishing to repeat the experiment.

At this time probably no one of the first directors, superintendents, or treasurers or other prominent officials of either of the two roads are now living. Albert Pratt, an engineer, still running a passenger locomotive between here and Rutland, is the only one of the old engineers now running, although three or four are still living. "Uncle Si" Bottelle, the father of Conductor George Bottelle, and of Henry Bottelle of Town's hotel, was the last of the old conductors to pass away. He died at his home here about 12 years ago, and with the exception of a few years that he was agent of the road at Bellows Falls, he ran passenger trains between here and Rutland. A new generation of men are at the head of the road as well as at the throttle, to whom the stories of the early days are mere traditions, and to whom the crude mechanism of the road in early days seem strange, but no more strange than the modern engines and cars would to the men who took their trips over the mountain when the rails were first connected. Mr. Bottelle was a regular conductor on the road at the time it was being built and run one of the first through passenger trains between here and Rutland.

C. H. Sawyer came up Monday from Boston and has been here during the week.

Fully eight inches of snow fell here New Year's day and it has made sleighing much easier. The thermometer rose from zero to 16 below about every morning since.

Miss Couillard, who has been employed some months in the office of H. D. Ryder, has taken the school at Lawrence's Mills for this term, Miss Buckman, who taught there last term, having gone into the school at Barton's in the place of Miss Hodgkin, resigned.

The New York Life Insurance company, which makes its wonderful report of advances in the year 1899 public this week, does a large business locally. About 80 persons here have had maturing endowments paid during the past two years, and with very satisfactory results. The company now has about 300 patrons in Bellows Falls.

George M. Hackett, a son of the late Patrick Hackett, died in Keene Friday of consumption, at the age of 23. He was buried here Monday morning from St. Charles's church. He was a member of the Bellows Falls High school class of '94, and had been employed in the local telegraph office, and the office of the Bellows Falls Times. He had been a few years employed in a store in Keene, and died at the home of his uncle, Alderman John Driscoll, after a long sickness.

WESTMINSTER.
Rev. G. H. De Bevoise was in Keene, N. H., Tuesday.

Miss Grace M. Chase spent the holidays in Boston with friends.

Mrs. Jessie Starkey recently spent a few days in Boston, returning Tuesday.

Henry Tenney returned Saturday evening from his trip to the island of Jamaica.

Mr. and Mrs. Herbert Wyman of Keene, N. H., are the guests of Isaac Wyman and family.

Miss Harriet E. Wright returns to New Haven, Conn., Saturday to resume her school duties.

The Fortnightly club held a very interesting meeting Tuesday evening with Mrs. S. M. Nutting.

Mrs. R. R. Barber went to Jewett City, Conn., Tuesday to attend the funeral of her grandfather.

B. G. Farr left Monday for Burlington, where he will enter the state dairy school for a few weeks.

Miss Hattie Farr is attending the state Normal school at Johnson. During her absence Miss Ellen Wetherell will assume charge of her home.

Some of the young friends of Miss Mary Wright, to the number of about 35, gave her a surprise party last Saturday evening. A very social evening was passed and light refreshments were served. Miss Wright was the recipient of several handsome gifts.

Rutland Railroad's New Coaches.

Two of the 10 new passenger coaches built for the Rutland railroad by the Wagner Palace Car company went into service on the road last week. These cars are framed and made like the standard Wagner sleeper, although they are not so heavy. They are 62 feet long, with six-wheel platforms, broad vestibules, high back seats and handsome Wagner lamps in the ceiling. They have toilet rooms and wash stands at the end of the car and the aisles are carpeted. They are painted green with plain Wagner decorations. They have double windows of French plate glass, with heavy mahogany frames. They cost \$8000 each. The Wagner company has just finished 25 of these cars for the New York Central railroad and they are considered to be the handsomest regular passenger coaches built. The Rutland cars are said to be even handsomer than those of the New York Central.

At St. Charles church Sunday morning the sermon was preached by Father Cahill of Rutland.

Builder St. Croix does some work outside of his village, he having three dwellings in process of construction in Greenfield just now.

H. D. Ryder attended a reunion of the class of '76 of Dartmouth college at the Quincey House in Boston last week. The 25th anniversary will be observed in 1901, when the class will present Dartmouth with a scholarship.

The present prospect is that the large pump at the pond will have to be started within a day or two unless rain or melting snow helps the water supply. There are but four and one-half inches of water above the pipe today.

A slight fire occurred last night in the basement of the Bookhouse hotel, originating evidently from the bottom of a chimney in which soot was burning. It communicated to the contents of the laundry room and had gained some headway before it was discovered. An alarm from box 31 called the department and although a large fire was in progress it was extinguished with slight damage to the building, the contents of the room being partially destroyed.

C. H. Williams opened a law office Monday morning and will hereafter practice law in addition to his mercantile business. His office is in the second story of the block near the town clerk's office. Mr. Williams has not practiced his profession here in his 17 years' residence, but previous to coming here had practiced in Windsor county for five or six years. He is a popular business man, having held various public offices, and is now first selectman of his town, and in resuming his practice of the law will make an important addition to the legal fraternity.

SAXTONS RIVER.

Marriage of Walter Leroy Smith and Miss Adeline Decker Wagg.

The marriage of Walter Leroy Smith and Miss Adeline Decker Wagg took place at the home of the groom's uncle, Hon. Wm. L. Wiley, in Galva, Illinois, Jan. 1. The wedding was private, only a few relatives and friends being present. Rev. J. E. Todd performed the ceremony. The bride is a graduate of the Boston girls' high school, of the Boston cooking school, and is a 100th degree Ralstonite. She is a Ralston lecturer and teacher of hygienic cooking. During the last two years she has lectured in nearly all the large northern cities of the United States. Mr. Smith is a graduate of the Vermont Academy, Burdett business college and Brown university, has been a teacher five years and is now principal of the commercial department of the city high school in Laconia, N. H.

There were many beautiful and valuable presents, which included silver and table linen, a silver chafing dish, and an elaborate set of table silver from Hon. and Mrs. Wiley and a check for a handsome sum from the groom's father, Ransom E. Smith of this place. The wedding was followed by a bountiful New Year's dinner and Mr. and Mrs. Smith left on an afternoon train for Chicago and other points of interest enroute to the East.

Homer Nourse is janitor of school building.

John Graves was here a part of the week.

Our college students returned to their studies this week.

Our public schools resumed work on Thursday with increased numbers.

Mrs. Mabel Bemis went to Newport, N. H., on Tuesday to her school teaching.

The cold wave and snow of the week fully introduced us to Vermont winter weather.

Teachers and pupils at Vermont Academy took up the work of a new term on Thursday.

Mr. and Mrs. F. S. Fuller and daughter spent Sunday with Mr. Fuller's parents at Simondsville.

The concert on Monday night was very much enjoyed by those present. Henry Lake was assisted in the concert by Colin Lake and Mr. Leonard of Keene, Miss Alice Jackson of Bellows Falls, Miss Grace Williams of this village, and by Mr. Tate with his cornet and guitar. The weather was unfavorable, but the artists courageously sustained their several parts to the very real pleasure of their audience. The artists generously gave their services in behalf of a fund for a new organ. Miss Ada B. Paige gave, during the evening, several readings.

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Some of the young friends of Miss Mary Wright, to the number of about 35, gave her a surprise party last Saturday evening. A very social evening was passed and light refreshments were served. Miss Wright was the recipient of several handsome gifts.

The United States transport Victoria has probably been lost with all on board. She was last seen Nov. 10, between Honolulu and San Francisco, with a broken shaft. She carried supplies but no troops. Capt. Blakely was in command, with a crew of 52 Europeans.

HINSDALE, N. H.

Death of Mrs. Martha Holland.

Mrs. Martha A. Holland died Tuesday night at 11:35 o'clock, after a long, painful illness with internal cancer, at the age of 66 years 4 months and 27 days. Mrs. Holland was born in Ware, Mass., but went with her parents in her early childhood to live in Chesterfield, where she remained until her marriage to the late Geo. W. Holland, where she immediately came to Hinsdale, where her husband was engaged in the mercantile business, and where she has resided ever since. Four sons were born to them, Charles H., Henry C. and George A., all of this town, and one who died in infancy. Mr. Holland died in 1893, since which time Mrs. Holland has kept the home with her youngest son, George, who is unmarried and resides here. She is also survived by one brother, Andrew Burbank, of California, and a step-brother, Arthur Holman of New York. Mrs. Holland united with the Congregational church in 1871, and has been a constant attendant whenever able, and an earnest, constant Christian, retiring at her position, but always a kind neighbor and a true friend. Never strong, she was an easy prey to the deadly disease which developed to such an extent that she was confident of its nature last April, and every effort was made to stay its ravages. For many weeks she was inmate of a sanitarium, hoping to get help there, but when convinced it was doing her no good, she remained in her own home, among friends and loved ones, until the end came. She was also a member of Sheridan Relief corps, where she will be greatly missed. Funeral services were held at the home to-day (Friday) at 1 o'clock, conducted by Rev. W. E. Renshaw, pastor of the Congregational church. The burial was in Pine Grove cemetery.

A Fine Entertainment.

The second number in the mid-winter entertainment series was given on Wednesday evening at the town hall, by the celebrated Park sisters, assisted by C. Edmund Nell, reader. The house was well filled, and the program was thoroughly enjoyed by all. The ladies used during the evening, cornets, mandolins, piano, zither, and harmonium, and were entertained by each instrument. It is seldom Hinsdale people have such a musical feast, and it is greatly to be regretted that there are a few, who care nothing for the entertainment, but who neither stay away, nor refrain from disturbing those who would be glad to listen. Mr. Nell won the favor of his audience in his first selection, when he recited "The Boat Race" so admirably. In the death scene in the prairie cabin, he moved his audience to tears, and in his inevitable characterization of the disappointed lover they were in turn convulsed with laughter. Best music and readings gave complete satisfaction. It is the last of the complete series, and the last two numbers of the course have been so excellent, we look forward to the last two with pleasure, feeling sure there will be none but the best.

The best of all children's magazines.—London Spectator.

ST. NICHOLAS

FOR YOUNG FOLKS

A Monthly Magazine Edited by Mary Mapes Dodge

Fred Moore and family recently visited in Surrey.

Mrs. Ben Vigness and son have gone to Lebanon for a visit.

James McCormick visited in West Whiteley, Mass., last week.

Miss Clara Blanchard has been home from Keene for a few days' visit.

Fred Andrews of Burlington, Vt., was a recent visitor at W. V. Spencer's.

Henry Abbott of Bradford, Vt., is working in the Brightwood paper mill.

Miss Mamie Curran of Boston has been visiting her mother, Mrs. Charles Ellis, recently.

Frank Williams and wife have moved from the plain road to the Worden house on Canal street.

Mrs. W. S. Crowley and daughter, Miss Mamie, have been guests at John Donovan's a few days.

The Crescent banjo club will meet with Miss Louisa Fitzgerald on Wednesday evening of next week.

At their regular meeting on Dec. 26, the Companions of the Forest elected: Miss Belle Delphy, C. C.; Mrs. M. Purcell, S. C.; Miss M. P. Cole, F. S.; Miss Nellie O'Brien, treasurer; Miss Anna Welch, R. S.; Miss Nellie Murray, R. G.; Mrs. P. Brennan, L. G.; J. Golden, O. G.; Miss Annie Smith, I. G.

(Other Hinsdale News on 9th Page.)

The art of beginning transcends all other arts and sciences.

Sufficient energy is given everyone to live and to learn.

There are several reasons why we inaugurate this sale, but we mention the two main reasons:

FIRST—To reduce stock and prepare for Spring. November and December were too warm and consequently our Men's Department contains some of the choicest patterns scarcely broken in sizes.

SECOND—We are anxious to make 1900 better than the year just closed—"no good Monday, so goes the week" says the old adage—and we propose to make January a busy month.

There are many men who have not bought their winter suits; but the prices that we quote throughout our men's suit stock will make it good economy to buy for future use. Every suit goes—from \$8.00 to \$15.00, nothing reserved—at a straight cut of

15 per cent Discount.

THIS MEANS:

All \$8.00 Suits During January, \$6.80

All \$10.00 " " " " \$8.50

All \$12.00 " " " " \$10.20

All \$15.00 " " " " \$12.75

Make your New Year's Calls early—and make this opportunity to own a good suit at a low price yours.

E. E. PERRY.

Men's Outfitters.

Union Square, New York.

THE CENTURY CO.,

Union Square, New York.

WE HAVE A LARGE AND COMPLETE ASSORTMENT OF

Trunks, Bags, Extension and Dress Suit Cases, Trunk Straps, etc.,